

BURY COUNCIL
DEPARTMENT OF OPERATIONS

REF NO: 20/287

FROM: Head of Engineering

TO: Head of Development Management

Planning Application No: 65844

Location: Former Mondi/Holcombe Mill, Bridge Street, Ramsbottom, Bury, BL0 0BS

Development: Erection of 72 No. dwellings including the retention and conversion of 2 existing buildings to residential use (5 No. units), the retention of a chimney and the demolition of a derelict building, together with engineering operations to create a development platform and associated parking, landscaping, drainage, the layout of internal estate roads and footways and other associated works

RECOMMENDATION

I recommend that any planning permission given shall include the following conditions:

1. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following, to a scope and specification to be agreed, have been submitted on a topographical survey of the site and adjacent adopted highways to the Local Planning Authority:
 - Reconstruction of the site access onto Bridge Street incorporating the provision of tactile paved pedestrian crossing points within the limits of the adopted highway;
 - Reconstruction of the southerly footway on Bridge Street abutting the site, incorporating the identification of, and agreement to, the limits and demarcation of the adopted highway including realignment where appropriate, reinstatement of all redundant accesses to full height kerb levels, provision of a minimum footway width of 2.0m with 1 in 40 falls to the carriageway, edgings with a 50mm upstand and all boundary treatment alterations adjacent to the back of the footway along the northerly site boundary and in front of Plots 8 – 12, with any foundations required for the replacement walls/fencing designed to not encroach under the adopted highway;
 - Provision of a street lighting assessment of the junction of the site access with Bridge Street (in addition to the and proposed private internal estate roads), and, if required as a result of the assessment, subsequent scheme of improvements on the existing adopted highway;

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- Formation of the proposed Secondary Emergency Access to the site adjacent to Plot 12 to a width and specification to be agreed with Greater Manchester Fire and Rescue Service, incorporating adequate strengthening of the footway, levels and vertical alignment to ensure that the size, type and weight of a fully laden fire appliance can be accommodated at this point on the Highway Network in order to access the site;
- In association with the above, a scheme of bollards to a specification to be agreed with Greater Manchester Fire and Rescue Service and at appropriate centres located clear of the adopted highway, to ensure that there shall be no direct means of non-emergency vehicular access between the site and Bridge Street;
- Formation of the proposed pedestrian access to the site adjacent to Plot 8, incorporating the provision of pedestrian guardrailing of a length and type to be agreed, adequate footway width and levels at this access point and all associated accommodation works;
- A scheme of road markings to introduce 'Keep Clear' and give way markings at the junction with Bridge Street, in addition to the provision of appropriate white lining within the private development itself;
- Review of the Traffic Regulation Orders in the vicinity of the site to a scope to be agreed to cover whether any additional parking restrictions require introducing, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly;
- Review of the bus stops in the vicinity of the site with a view to upgrading/improving any bus stops (as necessary). Should this review, undertaken in consultation with TfGM, determine that improvements are required, the application should include proposals for the upgrade of the bus stops, in accordance with 'Transport for Greater Manchester's Design Guidelines for Bus Stops';
- All associated highway redial/accommodation works to accommodate the required highway works.

The highway works subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority before each phase of the development subsequently agreed is first occupied.

2. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
 - Photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development/boundary treatment alterations and as a result of any statutory undertakers connections to the new dwelling;
 - Access point for demolition/construction traffic from the adopted highway;
 - Site hoardings (if proposed) clear of the adopted highway;
 - Hours of operation and number of vehicle movements;

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- A scheme of appropriate warning/construction traffic signage in the vicinity of the site and its access;
- Parking on site (or on land under the applicant's control) of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the both periods.

3. No development shall commence unless and until Travel Plans for the residential, office and nursery uses have been submitted to and agreed in writing with the Local Planning Authority/TfGM and shall confirm/provide the following:
 - A range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets;
 - A travel plan budget and resources for the implementation and day to day management of travel plan measures;
 - Appropriate management structures;
 - Detailed time frames for the delivery;
 - Handover arrangements for the travel plan or its components when the developer's responsibility ceases;
 - Targets and monitoring arrangements.

The approved plan shall be implemented within 6 months of occupation of the first dwelling and the measures and facilities proposed implemented to the satisfaction of the Local Planning Authority.

4. No development shall be commenced unless and until details of the proposed arrangements for future management and maintenance of the proposed estate roads within the development have been submitted to and approved by the Local Planning Authority. The estate roads shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.
5. The visibility splays indicated on the approved plans shall be implemented to the written satisfaction of the Local Planning Authority before the new site access is brought into use and subsequently maintained free of obstruction above the height of 0.6m. (HY06 Amended)

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6. The private access roads, replacement parking facilities and turning facilities indicated on the approved plans shall be provided before the dwellings are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times. (HY14 Amended)
7. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied and thereafter maintained at all times. (CAR1
8. A minimum hardstanding of 5.5m measured between the highway/private estate road boundary and any proposed garage doors shall be provided to the written satisfaction of the Local Planning Authority and thereafter maintained. (HY01 Amended)
9. Where dwellings are constructed without a garage, a minimum hardstanding of 5.0m measured from the highway/private estate road boundary shall be provided within the curtilage of each dwelling to the written satisfaction of the Local Planning Authority and thereafter maintained. (HY02 Amended)
10. Secure cycle storage facilities shall be provided within the curtilage of each dwelling to the written satisfaction of the Local Planning Authority and thereafter maintained.

Reasons

1. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway.
2. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety.
3. In order to deliver sustainable transport objectives.
4. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.
5. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety.
6. To ensure good highway design and minimise the standing and turning movements of vehicles on the highway and unadopted access road, in the interests of road safety.

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7. To ensure adequate off street car parking provision in the interests of road safety.
8. To enable a vehicle to stand clear of the private estate road whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety.
9. To allow adequate space to maintain a vehicle clear of the private estate road, in the interests of road safety.
10. To ensure the provision of adequate in-curtilage cycle storage facilities and in order to deliver sustainable transport objectives.

Comments and Observations

1. It is brought to the attention of the applicant that the proposed estate roads will not be eligible for adoption by the Council.
2. The applicant's attention is drawn to the need to consult the Department for Operations regarding the specification for and implementation of the required highway and street lighting works on the adopted highway to be implemented by way of an appropriate agreement/licence. The cost of the works will be the responsibility of the developer. (N004 Amended)
3. The applicant's attention is drawn to the legal procedures for the alteration/revocation of existing and implementation of new traffic regulation orders that may be required as a result of the proposed development. Such work should not take place until the statutory requirements have been completed and all costs associated with the orders are to be met by the developer.
4. The applicant's attention is drawn to the potential need to complete a Section 278 Agreement under the Highways Act 1980 in respect of the works to be carried out on the highway in connection with the proposed development.
5. The applicant's attention is drawn to Section 80 of the Building Act 1984 and the need to give six weeks prior written notice to the Council detailing any proposed demolition works in connection with the proposed development. (N020)
6. The Council currently operates a curtilage system of refuse collection. The applicant is advised to liaise with Waste Management, Bradley Fold Depot on 0161 253 6621/7010, regarding the operation of this system. (N024)
7. The applicant's attention is drawn to Section 167 of the Highways Act 1980 which requires Highway Authority approval of all structural details and calculations of retaining structures that may be required adjacent to the highway, prior to works commencing. (N019 Amended)

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Date: 27 May 2022

Signed: **A Southgate**
(pp) Head of Engineering

HIGHWAYS ASPECTS ONLY